

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:40 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 871 Const Calendar Day: 401 Date: 10-Jul-2013 Wednesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Wilcox, Jason

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 60 - 70 4PM 60 - 70**Precipitation** 0.00"**Condition** Partly cloudyWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Surveyed points on the S1 Shear Key west side soffit which include the end of forms and marks for Vertical PT blockouts. I asked ABF survey party chief and the Conco carpenter foreman if the forms were set to the final grade. It appears that the forms will be set in the final position once the side/under section of concrete forms and bottom steel plate beam are connected.

- See Pamela Gagnier's diary for the S1/S2 Shear Key modification work today as she is tracking the labor, equipment, and work progress of Conco and ABFJV personnel. After completing my survey around 10:45am I discussed the note on sheet 519S20 with ABF engineer Levi Gatsos regarding replacement A354BD rods (dowels now) where the original rods were extracted from S1 and S2 for testing. The note on the plan sheet explicitly says "At extracted rod locations, place 3" Dia A354BD replacement dowels, 600length (Min). Top of the replacement dowels shall be flush with the top of the shear base plate. Grout voids to seal with Sikadur 35LV or similar".

I informed Levi that the all voids need to be filled (preferably with grout) especially from the top of the extracted rods to the bottom of the 600mm replacement dowel. The reason being is that it is unknown if any water was in the holes after rods were extracted for testing. Also the replacement dowels are only being held with vertical friction between the 600mm dowel and the lower housing. Filling the void between rods would also provide vertical support ensuring that the rods wouldn't slip down the blockout hole.

After discussing this issue Levi informed me that he wanted direction in writing. I proceeded to inform Paul Jefferson and Pamela Gagnier who in turn informed TY-Lin designers. At this time the ABF laborers hadn't placed a 600mm dowel in a blockout hole. Approximately around 2:30pm I received a call from Pamela where the direction from TY-Lin was that ABF didn't have to fill the voids between the top of the extracted rod to the bottom of the 600mm dowel. It should be noted the approximate depth of these blockout holes is 8-9ft as seen in the photo below. Only one rod was placed today without filling the void between the extracted rod and 600mm dowel.

Spent most of my day dealing with this issue, also it should be noted that ABF laborers were continuing to top off other rods with Sikadur. It appears that the epoxy is draining down the entire length of the rod instead of just filling voids near the threads at the top. It should also be noted that I intended to survey the ABF trailers for the YBITS 2 project falsework but it was put on hold due to this issue as well.

Briefly monitored ABF and Conco operations as well today while surveying and dealing with the rod issue. Conco appeared to be placing the proper amount of epoxy into the vertical drilled holes prior to placing dowels. ABF only tack welded the pipe blockouts with Nelson studs to the bearing plates. There needs to be a mortar tight seal between these two pieces of steel prior to placing SCC.



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Attachment



Looking down a hole where a rod was extracted at the S1 Shear Key.



Vertical drill and bond dowels seen looking up on the far north end of the E2 cap beam using Hilti epoxy.



Measured void distance of 2.545m for a S1 Shear Key extracted rod which will not be filled per ABF and TY-Lin.



A portion of the bottom steel box beam and B3 bearing rod pipe blockout with Nelson studs installed today.



Partially constructed blockouts for the vertical tendons of the S1 Shear Key retrofit on the west side of the E2 cap beam.



Welds on the blockout pipes to the bearing plates for the bearing anchor rods at the B1 bearing.

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Rod inserted into one of the S2 Shear Key holes where a rod was extracted where the void between the broken rod and new rod wasn't filled per TY-Lin.



ABF welder in the process of welding a bearing blockout pipe to a bearing plate.



Styrofoam blockout placed against the west face of the E2 cap beam and pipe blockout for the bottom cored hole at the S1 Shear Key.



Denso tape and paste debris found in a blockout hole blocking a clear path, however the debris path can be broken to enable a filler substance.



Shear Key dust covers seen placed on the handrail of the E2 cap beam from crossbeam 19.